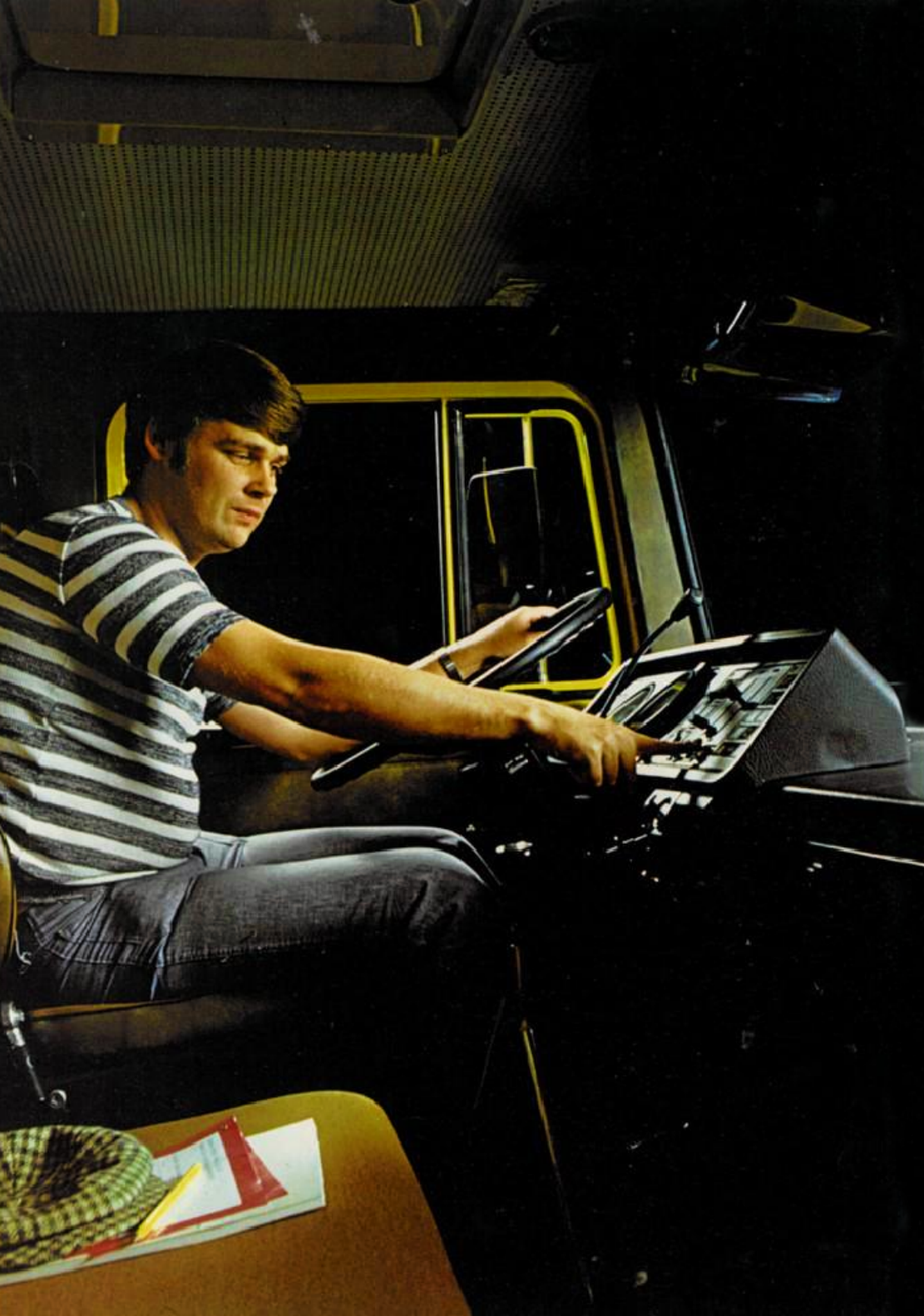




**SCANIA LT145**





# Comfort!

We have spared no effort in making the cab of the new, rugged LT145 as comfortable and snug as possible.

The cab is silent, easy to work in and very comfortable. The interior colour scheme is modern and bright, the fittings are made of tough materials, and the instrumentation is clear and non-reflecting. The Scania LT145 has a comfortable cab for long stretches behind the wheel.



Clear and well arranged instrumentation, with everything within easy reach. The steering wheel now has only two spokes so that it will not restrict vision, and the whole of the panel is matt black, to prevent reflections. The toggle switches give an almost flat front of the panel, and the symbols are simple and easy to understand.



The steps are open, fitted with non-slip treads and are fitted at a comfortable height from the ground. Substantial grab handles are fitted on both sides of the door to facilitate climbing in and out of the cab. The cab you climb into is cosy. With a bright and modern colour scheme, and with rugged and easy-to-care materials.



The handbrake is located so that it is easy to use when starting uphill with a heavy load. The handbrake on the Scania acts on the first drive axle.



Heating and ventilation — be it the height of winter or a sweltering summer day. The defroster nozzles cover the whole of the windscreen, and separate nozzles are provided for the side windows. Crack open the roof hatch and the flow through the cab will be increased further.



You can set the seat springing of the electrically heater seat to suit your own weight, for the best possible comfort. The rake of the backrest, height of the seat and distance to the pedals are also adjustable.

The upholstery is made of hard-wearing and easy-to-care nylon velour. The upholstery colour matches the rest of the interior.



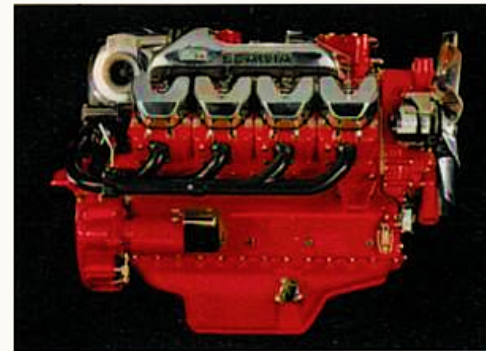
Very tight turning radius, since the wheel deflection is no less than 60°. The power assisted steering incorporates a gear-driven hydraulic pump and reduces the steering wheel effort, even with a heavy load. The 7 tons front axle is of sturdy design and is equipped with double-acting hydraulic shock absorbers.



# Power!

The LT145 has the largest and most powerful Scania engine — an economic V8. This engine is backed by many millions of kilometres of demanding service. The engine is as powerful as it is long-lived. The Scania LT145 is primarily designed for heavy machinery transport, dumper operation, forest transport and concrete transport. And these duties demand an engine with the resources necessary for coping with really tough work.

The V8 has a very high torque also at low revs, and the LT145 thus has ample resources in store when the load is heavy and the surfaced road comes to an end.

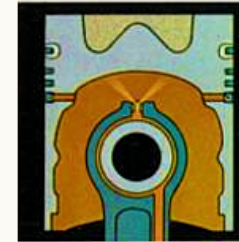


Scania V8 engines develop 275 hp DIN and in the turbo-charged version 350 hp DIN. Due to the design of the cooling passages, each cylinder is equally well cooled. In addition, the pistons are cooled from below by oil sprayed from nozzles in the small ends of the connecting rods. The cylinder heads are separate and are provided with steel gaskets — the most reliable type available.

A practical detail is the Scania air cleaner indicator. The amount of dirt collected in the air cleaner effects the indicator so that you know when it's time to clean the filter.



The V8 has separate cylinder heads for each cylinder. The seal between the cylinder head and the engine block is made of steel — the most reliable and durable gasket available for a diesel engine.



Since the piston crown in a modern diesel is exposed to very high temperatures, Scania has solved some of the cooling problems by oil cooling. Oil is sprayed from a nozzle in the connecting rod and cools the piston crown from the inside. Other cooling has also been given much care. The cooling system of the V8 is designed so that all cylinders are cooled equally.



This patented, double-action lubricating oil cleaner is probably the most efficient available today on modern engines. It is a combined cyclone and centrifugal oil cleaner which can be dismantled very simply for cleaning.

There is no filter element to be replaced and no special tools need be used.

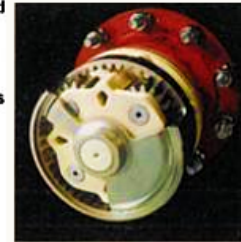
The Scania V8 has a V-belt which drives the generator only. Power transmission to all other auxiliaries, such as the compressor, servo pump, oil pump, water pump, injection pump and the extra power take-off, is through gearwheels. This means that you can always be sure that the servo steering and compressor for the air-brakes gets adequate power. No V-belt breaks can endanger the traffic safety.



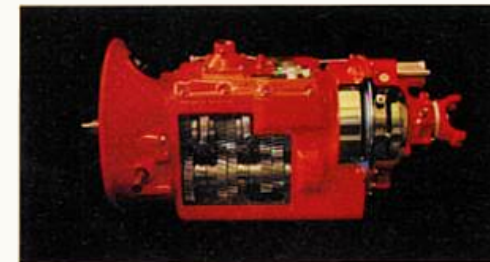
# Traction!

The 24-ton bogie is equipped with double hub reductions and is designed for operation on very rough surfaces. It is equipped with three differentials, and the suspension consists of two very stiff and robust leaf spring packages — one on each side. And since the bogie of the LT 145 is of the balance design, the wheels will retain a firm grip in the surface, thus ensuring optimum traction at all times. (you will find many interesting details on the fold-out drawing)

The tandem bogie is equipped with hub reductions on all four driving wheels. The hub reduction is a planetary gear train with cylindrical gearwheels. This design offers a large contact surface to ensure a long service life.



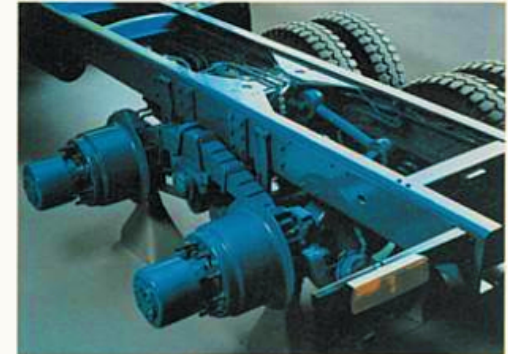
This is a rigid and extremely robust tandem bogie, with the driving axles mounted in 10 — leaf springs — one on each side. This is a balance bogie, with the reaction stays mounted in maintenance-free rubber bushes. The mounting is flexible and can absorb lateral, swaying and torsional movements. The stays are secured to a robust cross-member. The tandem bogie of the LT 145 is built to withstand the worst.



The LT 145 has a 10-speed range gearbox consisting of a 5-speed main gearbox and an electro-pneumatically operated planetary section. You normally start by changing through the first five speeds, then change to the high range by means of a switch in the gear lever knob,

and continue in the bottom gear position which is now sixth speed.

The extremely low ratio of 13.5:1 in bottom gear makes starting easy, even with a heavy load.

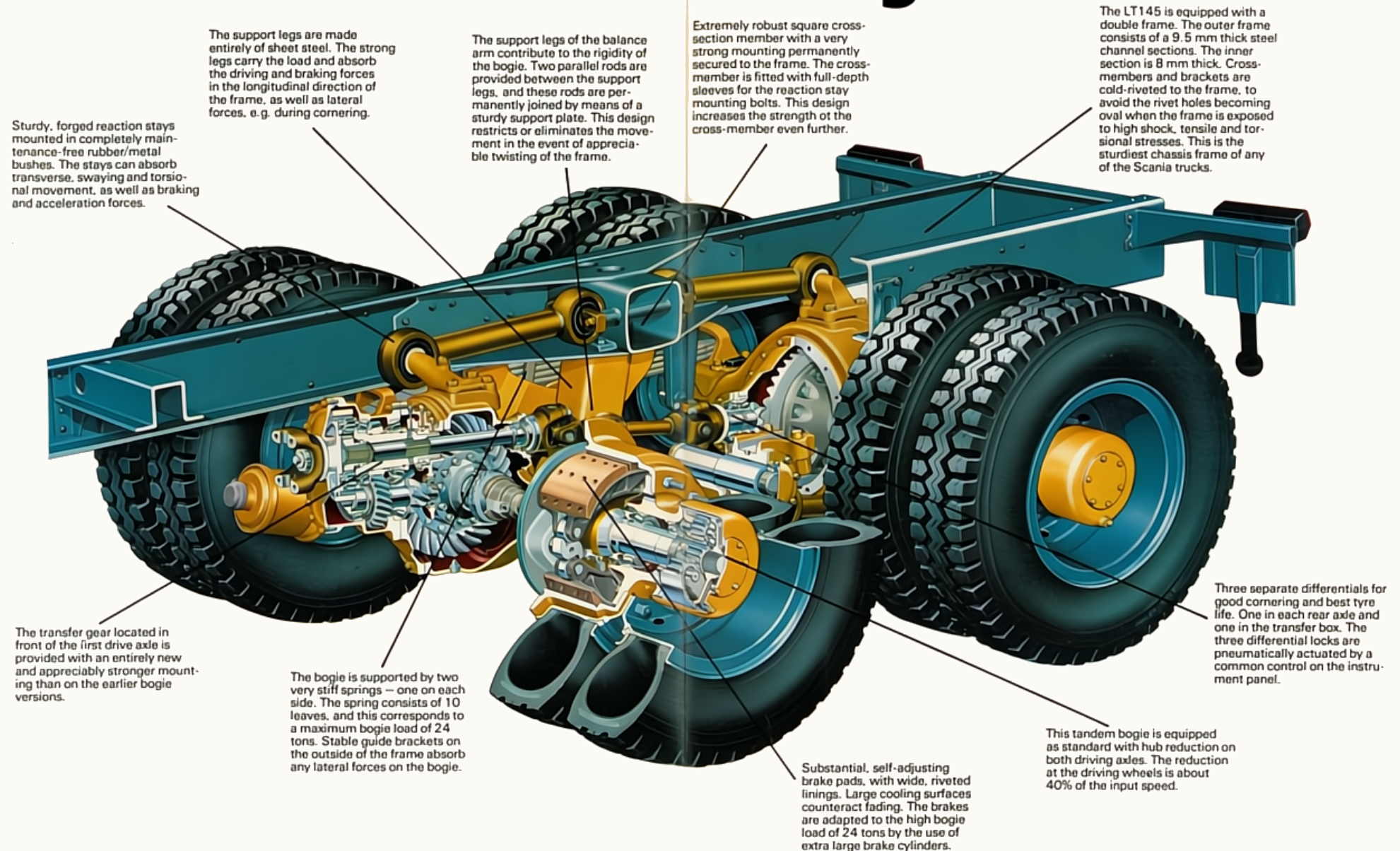


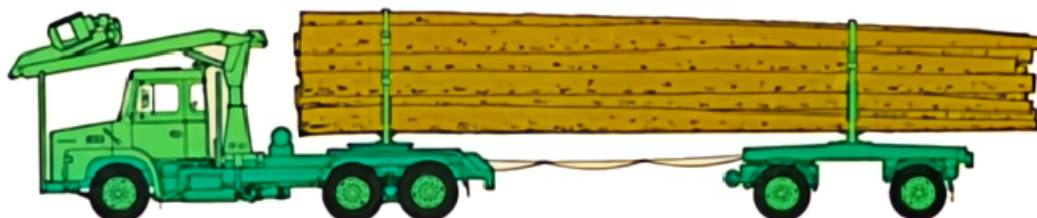
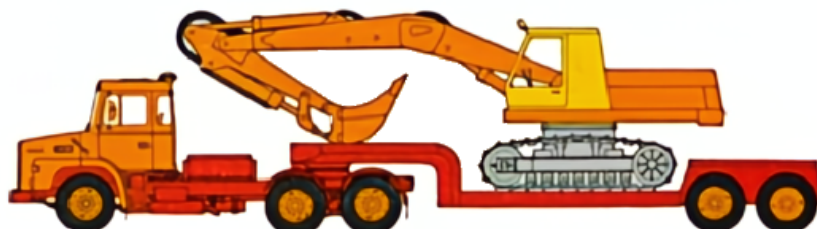
This Scania can operate in places where there are no roads, and the frame, suspension and axles must be tough enough for the job. The chassis frame of the LT 145 is a double frame, in which one frame section is fitted inside the other. The frame is rigid, but still "gives" when the truck is driven on a rough road. The axle housings and spring mountings, axles and cross-pieces are of robust design to withstand the heavy shocks and blows. The hydraulic lines and cables are run in the channel sections of the frame and are thus well protected.

Your Scania has four different brake systems. The first two are completely independent brake system. The handbrake system is a third alternative and also acts as an emergency brake. The fourth brake is the exhaust brake, which consists of a foot-operated damper in the exhaust manifold. All Scania trucks are fitted with brakes which are provided with large cooling surfaces to prevent overheating and consequent loss of braking effort.



# The tandem bogie.





# SCANIA

SAAB-SCANIA, SCANIA DIVISION, SÖDERTÄLJE, SWEDEN